

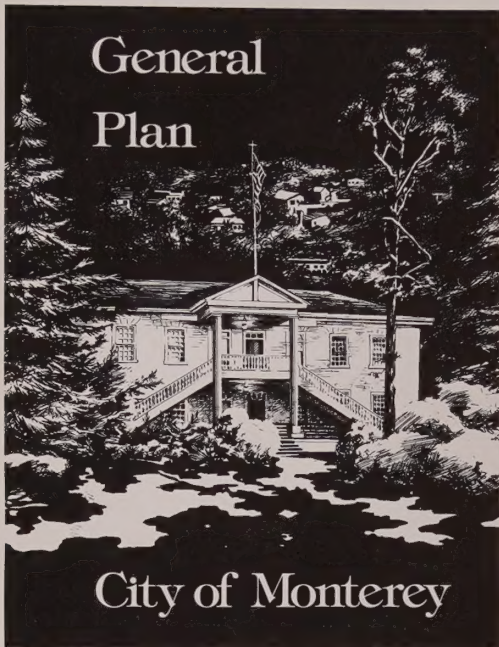
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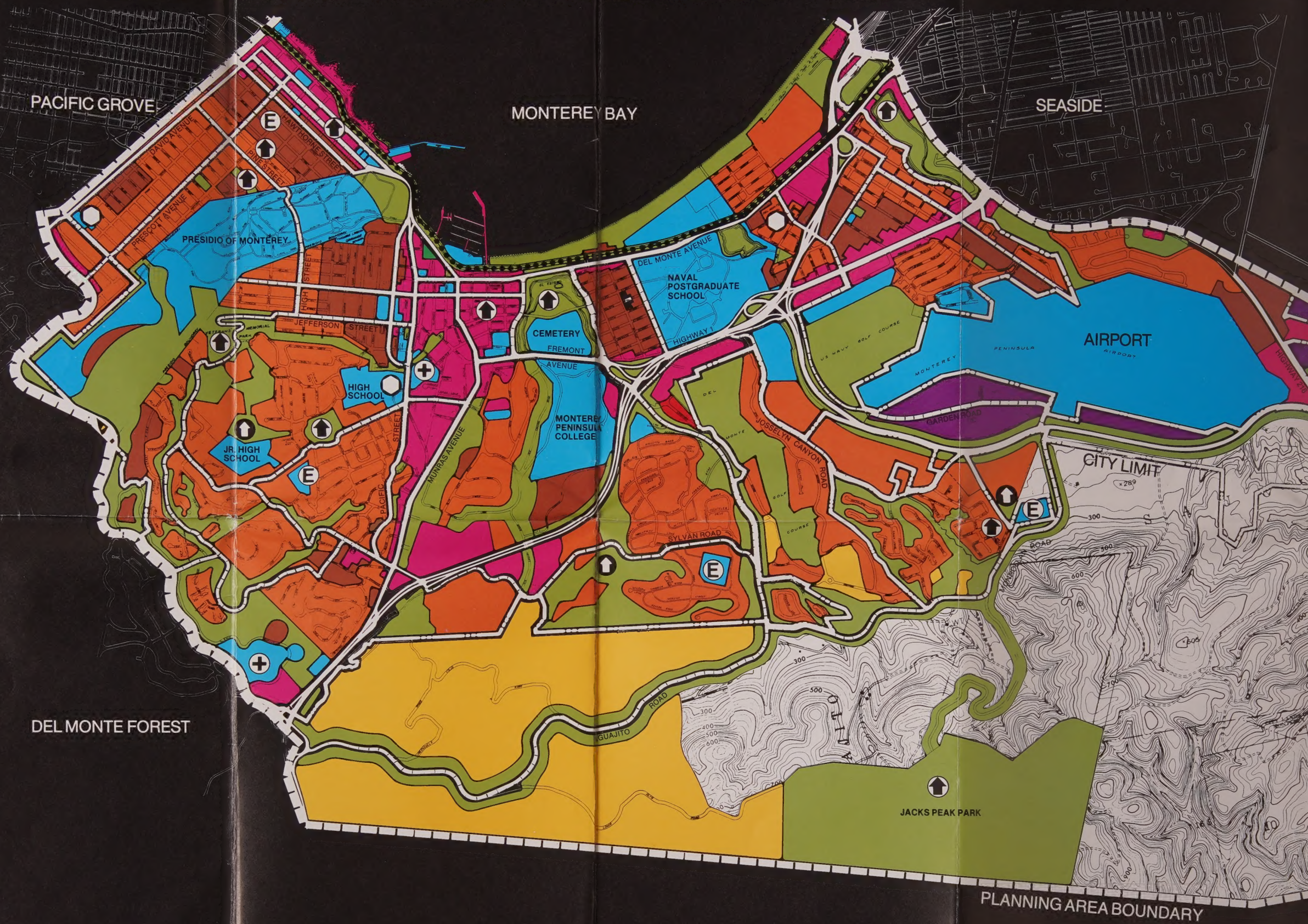
UNIVERSITY OF CALIFORNIA

General Plan



City of Monterey

SUMMARY



PACIFIC GROVE

MONTEREY BAY

SEASIDE

PRESIDIO OF MONTEREY

NAVAL POSTGRADUATE SCHOOL

CEMETERY

AIRPORT

HIGH SCHOOL

JR. HIGH SCHOOL

MONTEREY PENINSULA COLLEGE

CITY LIMIT

DEL MONTE FOREST

JACKS PEAK PARK

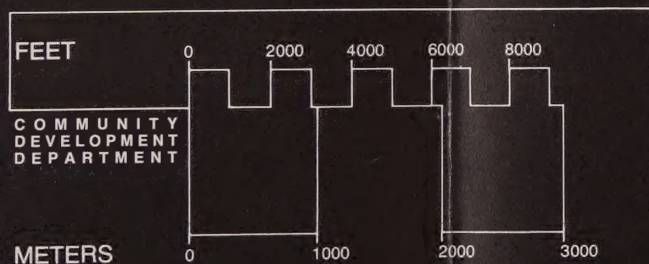
PLANNING AREA BOUNDARY

Land Use Plan



LEGEND

- PARKS, RECREATION AND OPEN SPACE
- RESIDENTIAL — VERY LOW DENSITY (LESS THAN 2 DWELLINGS/ACRE)
- RESIDENTIAL — LOW DENSITY (2 TO 8 DWELLINGS/ACRE)
- RESIDENTIAL — MEDIUM DENSITY (8 TO 30 DWELLINGS/ACRE)
- PUBLIC/SEMI-PUBLIC
- INDUSTRIAL
- COMMERCIAL
- SPECIAL STUDY
- EXISTING PARKS
- FUTURE PARKS
- COLLECTOR
- ARTERIALS
- FREEWAYS
- RECREATIONAL TRAIL
- ELEMENTARY SCHOOLS
- HOSPITALS



CITY OF MONTEREY CALIFORNIA

A. URBAN DESIGN OVERVIEW

BROAD GOALS AND POLICIES

These goals and policies focus on safeguarding the important natural and historic features which make Monterey a special place.

a. Wooded Skyline and Foothills

The pine and oak-covered ridge and foothills are perceived as part of Monterey. Although portions are beyond the city limits, these important visual elements are within the city's area of concern. The continuity of Monterey's forested backdrop should remain intact.

Policy 1 The visual skyline and foothills beyond the city limits should be under the city's control. One method of achieving this would be annexation.

Policy 2 The ridge area is suitable only for low-density housing development. Development should not silhouette against the skyline.

Policy 3 Existing denuded areas should be re-forested where feasible.

Policy 4 Foothill areas can be preserved by allowing low-density development, or cluster development with open space.

Policy 5 Development in forested areas should not create obvious holes in the forest.

b. Wooded Canyons

Most of our neighborhoods sit on various gently sloping mesas, and are defined by and insulated from other neighborhoods by wooded canyons. These canyons are wonderful natural barriers which limit neighborhood size and allow maximum diversity between neighborhoods. In many cases they also are the location of scenic roads. The inter-vening system which links the wooded canyon together is vital to the natural drainage and wildlife habitat.

Policy 6 Respect the canyons. Keep them and their vegetation intact throughout their length.

Policy 7 Integrate Hartnell Gulch into the community with a pedestrian path.

TOWN IMAGE

Monterey's image is that of a small-scale residential community beside the bay, framed by a forested hill backdrop and drawing its charm from a rich historical background, varied commercial enterprises, and natural scenic beauty.

c. Scenic Auto Entrances

All major roads leading to Monterey are scenic corridors. The setting of each varies, and their sum imparts a strong and lasting impression of natural beauty. These scenic gateways, which everyone experiences both upon

arriving and leaving town, should be protected and enhanced. The missing links should be filled in and the scenic edges should be extended to natural boundaries where possible, and unnecessary man-made visual barriers should be removed. Elements which detract from the natural setting should be eliminated or screened. In natural settings, road reflectors should be avoided when not in conflict with safety standards.

Highway 1

Policy 8 Maintain existing vistas of city, bay and dunes.

Policy 9 Discourage commercial signing which is oriented to freeways.

Policy 10 Screen industrial elements.

Policy 11 Maintain or reinforce native landscaping with low-level planting in the median.

Highway 68

Policy 12 Reverse the visual degradation of scenic forests.

Policy 13 Avoid further illumination along Del Monte Research Park.

Policy 14 Screen buildings close to the highway with native vegetation using Monterey pine and cypress.

Policy 15 Maintain the scenic corridor.

Munras Avenue

Policy 16 Introduce native trees on the motel side of the street to be more compatible with Don Dahvee Park.

Del Monte Avenue

Policy 17 Enhance the excellent scenic value in the central portion by the Naval Postgraduate School, and make its presence more evident to the public.

Policy 18 Enhance both ends by filling in missing landscaping and eliminating clutter of signs, wires, poles, etc.

Agasquito Road — Jacks Peak Road

Policy 19 Maintain a low-speed scenic road, and retain the informal and natural quality.

Pacific Street

Policy 20 Plant out the Heritage Harbor parking structure, using Monterey pines and cypress.

Railroad — Right of Way

Policy 21 Seaside to Monterey Depot portion — maintain as a multiple use for bikeway, pedestrian path and regional rail service. Monterey Depot Aquarium portion — maintain as a recreational trail with possible addition of a people mover in line with the Monterey Peninsula Recreational Trail Joint Powers Agency Agreement. Design for scenic and historical background.

d. Shoreline

The water's edge is a particularly important natural feature because of the broad range of activities it supports. In order to maximize public use and enjoyment, city policy is to improve vistas and access, clean up beaches, protect remaining sand dunes, and expose the natural rocky shoreline character; protect the harbor from future infilling of any kind; screen or otherwise soften the intrusion of automobiles.

Del Monte Beach

Policy 22 Recapture sand dunes as natural attractions.

Policy 23 Improve public access.

Policy 24 Preserve all beaches.

Policy 25 Respect and enhance the dunes environment and provide for the conservation of sand resources.

Shoreline Park

Policy 26 Complete the refurbishing along the water's edge.

Policy 27 Don't obscure water views from pedestrians and drivers. Remove overgrown planting and trim existing trees to frame vistas.

Coast Guard Landfill

Policy 28 Redesign carefully this highly sensitive area in the vicinity of Lighthouse Avenue to achieve a more natural-looking meeting of land and water.

Policy 29 Redesign water's edge to be more natural and marine-like.

Policy 30 Complete marine repair facility.

Policy 31 Screen parking where appropriate and where views would not be impaired.

Outer Harbor

Policy 32 Keep mooring concept intact in line with city regulations, because of its special scenic value.

Policy 33 Do not infill harbor with boat slips. A limited number of boat slips would be appropriate as a part of the proposed marine repair facility at the Coast Guard Landfill and where they could help improve the visual qualities of the adjacent man-made shoreline.

Inner Harbor

Policy 34 Screen marina parking from pedestrian route alongside marina by low landscaping.

c. Historic Buildings

The number and concentration of adobes in Monterey makes them special and historically very significant. Many of these historic buildings also feature gardens. These buildings and their settings should continue to be protected and restored, keeping the flavor of the past.

Policy 35 Protect and enhance the setting of historic buildings.

Policy 36 Continue to advance the pedestrian Path of History. (See "Old Monterey," Downtown Urban Design Plan, pedestrian Path of History.)

f. Wildlife Habitats

The maintenance of nature's life cycles is certainly in our best interest. The linkage and continuity of our open space network, the preservation of our natural waterways, and use of native plant species will all help enhance and preserve wildlife habitats.

Policy 37 Avoid isolated islands of open space by encouraging natural open spaces that interconnect and form corridors.

Policy 38 Respect their scale by careful design of adjacent buildings.

Policy 39 Avoid isolated islands of open space by encouraging natural open spaces that interconnect and form corridors.

Policy 40 Maintain native plant species in open spaces and

Freeway

Policy 45 Respect the view of the bay, the dunes, Laguna Grande, and Robert's Lake.

Del Monte Avenue

Policy 55 Screen the commercial area along Del Monte Avenue between Holiday Inn and the Naval Postgraduate School.

j. Traffic

Traffic circulation downtown is a significant problem.

Policy 56 Simply and improve street signs, landscaping, benches, etc.

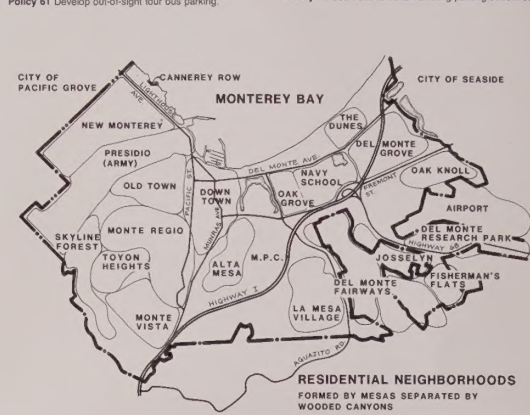
Policy 57 Avoid traffic signal lights adjacent to historic adobes.

Policy 58 Separate pedestrian and motor traffic where possible, and establish different design standards for such traffic.

Policy 59 Encourage bikeways and pedestrian walkways.

Policy 60 Support construction of a central transit terminal.

Policy 61 Develop out-of-sight low bay parking.



NATURAL NEIGHBORHOODS

B. ENVIRONMENTAL RESOURCE MANAGEMENT

RESOURCE CONSERVATION

a. Water Supply

Policy 1 Coordinate with other agencies and districts to develop feasible water management programs to protect existing and future supplies.

Water is supplied to most of the Monterey Peninsula by the California American Water Company through wells and two dams on the Carmel River. The city is also part of the Monterey Peninsula Water Management District, which serves other Peninsula cities in addition to Monterey.

Policy 2 Promote water conservation measures to protect existing water supplies.

Policy 3 Encourage continued development of the city's water supply system to meet established fire flow standards (includes reservoirs, mains, hydrants).

b. Water Quality

Policy 4 Encourage measures that promote good water quality by reducing or eliminating sources of pollution to coastal waters and lakes and to surface and sub-surface water supplies.

Water quality degradation becomes more likely with a growing population. Water quality changes are affected by urban stormwater runoff and wastewater discharge into Monterey Bay. The city's sewage outfall empties into a zone designated as "restricted" by federal standards. The city complies with water quality requirements for discharge, but the area adjacent to the outfall has poorer water quality than is average for this area.

c. Marine Resources

Policy 5 Encourage measures to protect marine flora and fauna when considering development proposals that could affect these resources.

Marine flora and fauna are affected by shoreline construction which may impact tidepools and other marine plants by casting shadows into habitat areas. Shadows reduce light and may cause physiological and behavioral changes in certain species.

Policy 6 Encourage sound management of coastal sand resources.

d. Air Quality

Policy 7 Reduce air pollution generated by motor vehicles by encouraging the use of public transit, car pooling, bicycles and walking as alternatives.

Policy 8 Consider air quality impacts for future residential, commercial and industrial development through the city's development review process.

Policy 9 Promote cooperation with local and State agencies to develop programs to reduce sources of air pollution.

e. Flora and Fauna

Policy 10 Protect important native flora and fauna that are significant due to their status as rare and endangered, or their valuable cultural, historic, or scenic qualities.

k. Parking

Policy 62 Use buildings, walls and landscaping to enclose and hide parking structures and large surface lots.

Policy 63 Avoid monolithic parking structures.

Policy 64 Do not allow parking in lots that front buildings unless they are screened.

l. Landscaping

Be consistent and compatible within each area. For example, the motel side of Munras Avenue should have trees across from Don Dahvee Park to tie together the entire street into a framework of consistent landscaping.

Policy 65 Use landscaping for framing vistas.

Policy 66 Favor native species.

Policy 67 Discourage noxious invasive plants such as genista, pampas grass, ice plant, and Kukui grass.

Policy 68 Use landscaping to screen parking lots, structures and Del Monte Center from freeway.

Policy 69 Protect existing cypress trees in urban and historic contexts.

Policy 70 Use trees to soften existing parking structures.

the potential hazards from storm waves, high tidal conditions and flooding.

Policy 7 Storm drainage systems should be capable of accommodating projected uses before those uses are imposed on them.

d. Fire Hazards

Fire, regardless of size of location, presents a threat to life and property until it is contained or extinguished. Confinement of the fire problem is most effectively achieved by using built-in fire protection (i.e., automatic sprinklers, limitation of structural areas, use of fire retardant materials, and limitation of fire fuel quantity). In addition, it is necessary to provide clear and safe access for emergency vehicles.

Policy 9 Minimize the loss of life and property from fire by achieving the greatest practical level of built-in fire protection to confine the fire problem in structures constructed or altered.

Policy 10 Achieve effective emergency access to all developments, installations and fire protection equipment for emergency apparatus and for evacuation.

Policy 11 Locate all installation or processes considered hazardous in the safest possible areas or locations on individual parcels.

Policy 12 Fire retardant roofing, brush clearance, planting of non-flammable vegetation and provision of access to sleep lots with buildings should be required in hazardous fire areas.

e. Aircraft Hazards

The risk of aircraft crashes is an important consideration in planning around the Monterey Peninsula Airport. The areas of greatest concern are the areas under the approaches to the runways.

Policy 13 The City of Monterey supports improvements to the Monterey Peninsula Airport and adjacent areas which contribute to improved aircraft safety.

f. Criminal Hazards

Policy 14 Project designers are encouraged to provide adequate visual exposure to areas often susceptible to criminal activity.

Areas of high crime potential, such as parking lots, outdoor recreation spaces, elevator lobbies, and stairways should be identified and designed for maximum visual exposure when not conflicting with urban design policies on the screening of areas such as parking lots.

SOLID WASTE

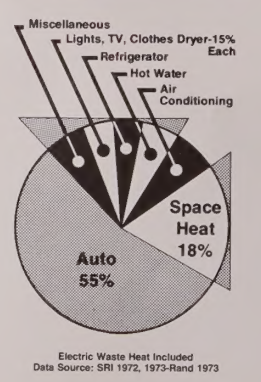
The basis of an effective recycling program is a combination of education and promotion, geared to increase individual effort in recycling programs. Active promotion by the city could include identification of items that can be reused, and locations of existing recycling centers. At the present time, recycling activities in the Monterey Peninsula include approximately five existing and two planned "drop-off" centers and the Marina Dump Site.

Policy 1 Implement an effective recycling program in the city.

Policy 2 Create incentives for residents and businesses of Monterey to source separate and recycle.

Policy 3 Plan for source separation and recycling of solid waste in new development proposals.

PERSONAL ENERGY USE PIE



Policy 2 Institute building design standards that reduce energy demand and maximize energy efficiency.

Policy 3 The city should plan, design and manage a coordinated program of public and private transportation and facilities which maximize energy efficiency.

Policy 4 Exercise leadership in energy conservation in the city by educating the public about the energy problem and its effective solutions.

Policy 5 Work with other local, state and federal agencies, public utilities and community organizations to implement energy conservation and longer-range renewable energy development programs.

SCENIC HIGHWAYS

a. Design of Roadways within Scenic Corridors

Policy 1 Significant natural features within scenic corridors should be preserved and enhanced to the maximum extent possible in the design and construction of scenic highways.

These natural features include: ridgelines, hillslopes, rock outcroppings, stream and creek beds, scenic vistas, wildlife habitats, oak groves, and other significant natural vegetation.

Policy 4 Support litter control programs.

Policy 5 Cooperate with local and regional districts to develop long-range solid waste management proposals.

NOISE

Some of the specific objectives of the policies and programs in this plan are to insure that: residential areas are the quietest areas of the community and are quieter at night than in the daytime; noise levels in commercial areas do not interfere with normal business activity; noise from the primary sources of noise in Monterey (motor vehicles and aircraft) will be reduced and new developments will be compatible with the noise levels from the airport and existing and proposed roadways.

a. Motor Vehicle Noise

Policy 1 Noise should be minimized in predominantly residential areas by discouraging or prohibiting through traffic.

Policy 2 Traffic flow systems should be designed to minimize motor vehicle noise.

Policy 3 The city should cooperate with the California Highway Patrol in the active enforcement of state motor vehicle noise standards.

Policy 4 The city and state should continue to identify and protect areas adjacent to existing and future freeways and roadways impacted by incompatible noise levels.

Policy 5 The city should develop and encourage the use of bicycle and pedestrian routes as alternatives to the automobile.

b. Aircraft Noise

Policy 6 Support the elimination of local training operations at the airport once an alternative facility is developed elsewhere in the county.

Policy 7 Support the Airport District Board's policy of attempting to limit aircraft operations to the hours between 7 a.m. and 11 p.m.

Policy 8 Support limiting the number of fixed-base general aviation aircraft at the airport to the existing number.

Policy 9 Support limitations on military aircraft operations at the airport similar to those for civilian aircraft.

Policy 10 Support improvements and operational changes at the airport that promote safety and noise reduction.

Policy 11 Work with the airport district, airport land use commission and surrounding cities in implementing the recommendations of the ANCS study, planning for appropriate land uses around the airport, and in developing solutions to existing noise problems.

ENERGY

The intent of this plan is to encourage an effective and efficient use of energy in all its critical forms by public and private users alike. The plan is intended to generate programs in energy conservation, with emphasis placed on public participation and education in the development of community energy programs. Residential energy conservation and vehicle fuel conservation are the two areas where local programs could have the greatest effect.

Policy 1 Regulate the use of land to minimize energy consumption and maximize the efficiency of energy consumed.

Policy 2 Highway construction grading should not take place outside the roadway right-of-way.

Policy 3 Consideration should be given to using bridges for crossing wooded canyons.

Highways should be designed to blend with the natural topography and prevent large cut-and-fill operations.

Policy 4 Roadway lighting and signing should be minimized, of low-profile design, and designed to enhance the scenic character of the corridor.

Policy 5 Bridge abutments and drainage structures should be blended into the natural terrain as much as possible.

Policy 6 Where feasible, direct driveway access to scenic highways should not be permitted from individual properties.

b. Development within the Scenic Corridor Outside the Road Right-Of-Way

Policy 7 Development should be oriented to the natural terrain by encouraging innovation and variety in site design, grading techniques, building types and spacing of buildings. A major consideration in the design and review of development proposals within scenic corridors is their impact on views from the scenic roadways. These developments should blend into the natural surroundings and not detrimentally impact significant natural features such as the wooded ridgeline, hillslopes, etc.

Policy 8 Grading and removal of vegetation should not take place in areas over 25% slope, major drainageways, highly erodible soils, or areas of high visibility.

Policy 9 Frontage roads should not parallel scenic freeway lanes unless screened by terrain or vegetation.

Frontage roads detract from the scenic qualities of an area and should be located within an adjacent development or screened by natural features where possible.

Policy 10 Landscaped greenbelt areas should be established along the borders of scenic highways.

Landscaping buffers should be provided at least 100 feet in width from the ultimate planned right-of-way of the scenic highway.

C. HISTORIC PRESERVATION

City policies and programs for the preservation of historic structures should reinforce and expand past community programs. The city benefits from the accumulated efforts of many civic-minded local citizens as well as the federal and state governments. These resources have achieved the level of historic preservation which we enjoy today, and should be recognized.

At the same time, policies and programs should reflect the changing priorities of society. Seemingly ordinary buildings of today can be restored to a vital community role tomorrow. The city must be able to seize opportunities to save and restore these historic treasures before they approach extinction.

The city should recognize the strong volunteer spirit in the community and encourage this spirit to become productive in the preservation and restoration of historic buildings.

Policy 1 The city should coordinate historic preservation efforts in and around Monterey State Historic Park with the California Department of Parks and Recreation.

Policy 2 The City of Monterey will take all reasonable steps within its power to assure the preservation of pre-1870 structures, whether or not they are included in the State Historic Park.

Policy 3 The city should investigate and support preservation of structures erected during the Victorian era of the late 19th Century, including use of city funds where available.

Policy 4 The City of Monterey should anticipate future values that may be placed on early 20th century structures, and encourage their preservation.

Policy 5 The City of Monterey should protect historic districts of the 19th and early 20th centuries.



LARKIN HOUSE



THE FINCH HOUSE



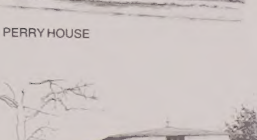
FIRST THEATER IN CALIFORNIA



PERRY HOUSE



CUSTOM HOUSE



HOUSE OF THE FOUR WINDS



PACIFIC HOUSE

D.

HOUSING

a. Home Ownership Opportunities Plan

This plan is intended to generate new home ownership opportunities as well as preserving existing ownership units. A balance between the responsibilities of government, home producers, property wholesalers and the ultimate consumers is fundamental.

Policy 1 Stimulate the production of new home ownership opportunities in Monterey and its future annexation area, for moderate, middle and upper income groups and all age, family type and ethnic groups.

In Monterey there are about 12,100 housing units, of which about 37% are owner-occupied. Production of ownership housing in the 1970's and early 1980's rarely exceeded 75 per year, in 1982 no new condominiums were started. Future annexations hold the greatest potential for expanding the number of homeowners.

Policy 2 Encourage the preservation of existing home ownership opportunities within the present city limits.

The city's housing rehabilitation program benefits lower-income homeowners, who otherwise could not afford to repair their homes. One home being rehabilitated can influence neighbors to do the same thing to their homes.

Policy 3 Local government will phase its capital improvement program in order to strengthen and expand opportunities for home ownership in the City of Monterey.

The city can steer growth toward or away from certain areas, by its capital improvement policies. Homeownership opportunities increase where adequate capital facilities such as roads, water and sewer lines are provided at a reasonable expense to beneficiaries.

b. Rental Housing Plan

This plan is intended to generate new rental housing units as well as to preserve existing rental units. Builders, investors, landlords, tenants and government must all cooperate if the plan is to be successful.

Policy 4 Provide for a continually expanding supply of rental housing in Monterey for persons of all income ranges, ages, family types and ethnic groups—especially for low to moderate-income working families.



MODERATE-INCOME HOUSING

In the early 1980's, the City and the Housing Authority's public housing created most of the new apartments built in Monterey. Through the new second-unit cottage dwelling program and other incentive approaches, private owners and builders should be attracted back to the rental market.

Policy 5 The city intends to protect and preserve rental housing in existing apartment-zoned areas. A city ordinance has controlled the conversion of apartments to condominiums since 1979. Such conversions have been discouraged as long as the rental vacancy rate is below 3% (three percent) in the city. Another way to preserve apartments is by physical rehabilitation. The first city-sponsored multi-family rehabilitation began in 1982.

Policy 6 The city will cooperate with landlords and tenants, the military and local agencies to assure efficient use of the rental housing stock.

The city can act as a stimulus to avoid overuse or underuse of rental housing opportunities. By being represented in committee discussions with all parties involved, the city can help to achieve the greatest public benefit from rental housing.

c. Equal Housing Opportunities and Special Housing Needs Plan

This plan is intended to assure continued fair and equal housing opportunities for all, and to expand those opportunities where needed. Landlords, builders, tenants, homeowners, the military, private organizations and the city should all cooperate.

Policy 7 Assure that all persons in Monterey receive equal housing opportunities within their economic capacities.

There has been at least some racial and ethnic integration in Monterey for over 200 years. This positive trend is increasing. The city should discourage excessive concentration of any social groups in any neighborhood.

Policy 8 Promote housing opportunities which correspond to the unique needs of students, the military, female-headed households, large families, the elderly and the handicapped. Several social groups in Monterey have unique housing needs. Primarily, these are in smaller households, like students and the military. Rental sharing and production of more studio apartments helps these people. However, larger families with children also have needs which the city should monitor and attempt to solve.



SINGLE-FAMILY NEIGHBORHOOD

d. Housing Development Standards Plan

This plan is intended to conserve the natural and man-made environment of Monterey as it applies to housing construction. The housing development standards will be neither too strict nor too lenient, but rather will aim for a feasible balance between goals and available resources. Housing standards include the following density categories:

Very Low Density	less than 2 units/acre
Low Density	2 to 8 units/acre
Medium Density	8 to 30 units/acre

Any residential density in excess of 30 units per acre should be a special exception justifiable by the city and this General Plan only to serve a necessary and unique public purpose. **Policy 9** Assure that new housing development will be sensitive to the physical environment — landform, forest areas, water areas and viewsheds.

As much as Monterey needs affordable housing, the city cannot ignore other needs, such as environmental preservation, existing natural advantages should be protected, especially in undeveloped hillside districts with Monterey pine and coast oak forests. Grading should be sensitive to landform and avoid siting of streams, lakes and the bay.

Policy 10 New development should be controlled to prevent adverse effects on existing residents regarding public utilities, facilities and services.

Existing public facilities and services are finite resources, which often can only be expanded at significant public cost. New development should be located, phased and designed so as to economize on existing utilities, public works and services.

Policy 11 New housing development should conserve the pace of life and the character of existing neighborhoods, and should not be so rapidly built as to be disruptive.

New housing should add to, not detract from, existing neighborhoods. This blending process can be accomplished carefully and slowly by the Architectural Review Committee, Planning Commission and City Council acting in concert.

Estimated Potential Housing Increase 1980-20 By Area		
Type of Housing	Existing City Limits	Potential Annexations

Single-Family	540	2000
Multi-Family	1,740	4000
Total	2,280	6000

*This number implies that all houses in multi-family zones would ultimately be replaced.

E.

PUBLIC FACILITIES

a. Growth Management

New development within the existing city limits and

(612.6 acres). Fire protection by contract is provided to the Presidio of Monterey (inside city limits, 332 acres) and to the City of Del Rey Oaks (outside city limits, 310 acres).

Policy 14 Maintain a high level of fire protection service, continually funding operational outposts and new concepts back into the decision-making process to achieve higher levels of fire protection more cost-effectively.

Policy 15 Continue to work with fire protection agencies that provide fire service to unincorporated areas through mutual aid. Encourage those areas that desire fire protection service "outside legitimate mutual aid" to annex to the City of Monterey for fire protection services, instead of using contractual or indirect aid agreements.

Policy 16 Cooperate with fire protection agencies to obtain and maintain mutual aid agreements that will augment the city's fire protection design. Continue mutual aid with the California Department of Forestry to obtain adequate aid for larger, open-range-type fires involving brush, trees and grass that require specialized tactics and equipment.

Policy 17 Work with Monterey Peninsula Unified School District to plan for future schools and the reuse of school sites that are no longer needed.

Policy 18 Continue to provide fire protection to all areas within the city's jurisdictional boundaries, except the Naval Postgraduate School facilities and housing areas.

Policy 19 Continue to coordinate and coordinate with county and state agencies in providing police services within the community.

Policy 20 Continue to coordinate and coordinate with county and state agencies in providing police services within the community.

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in areas that may be annexed will have to be monitored closely to insure that it doesn't overload limited public facilities. This new development should pay its own way with regard to public services, and should not increase the tax burden or lower service levels for existing residents. Programs should be considered that prompt more conservation of resources such as water. Consideration should also be given to expanding the capacities of services such as sewers and streets.

Policy 1 Phase future development in accordance with the city's ability to service it.

Policy 2 Encourage infill development on vacant land within the city where it can efficiently be provided with public facilities and services.

Policy 3 Require that major new developments, such as in rezoned or annexed areas, generate enough revenues to pay for the public services they demand.

Policy 4 Reserve adequate space in new development for schools, parks, playgrounds, bikeways, community centers, libraries, fire stations and other public facilities.

Policy 5 Implement a growth management system to control the rate of development if all projects being proposed: 1) cannot adequately be served with public facilities; or 2) could cause a rate of growth higher than the community feels is acceptable.

Policy 6 Attempt to acquire land for a community park of sufficient size to meet the city's need for facilities for organized sports.

Policy 7 Insure that new private residential development adequately contributes toward meeting the park and recreation needs it creates.

Policy 8 Work with the U.S. Army on the possible joint planning, development, and use of recreational facilities at the Presidio of Monterey.

Policy 9 Centrally locate parks and recreation facilities with respect to residential neighborhoods and school facilities to permit joint use of recreational facilities within a community center concept.

Policy 10 Work with the Monterey Peninsula Unified School District to provide school recreational facilities in use to the extent possible after schools are closed because of declining enrollments.

Policy 11 Work with the State Department of Parks and Expositions and the airport district on an alternative site for the fairsgrounds.

Policy 12 Provide for warehousing activities consistent with local production activities and needs of the area's residents.

Policy 13 Reserve major areas on Ryan Ranch exclusively for light industrial, warehousing, and research and develop-

F.

PUBLIC FACILITIES

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New development within the existing city limits and

G.

HOUSING

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b. Rental Housing Plan

This plan is intended to generate new rental housing units as well as to preserve existing rental units. Builders, investors, landlords, tenants and government must all cooperate if the plan is to be successful.

Policy 4 Provide for a continually expanding supply of rental housing in Monterey for persons of all income ranges, ages, family types and ethnic groups—especially for low to moderate-income working families.

H.

TRANSPORTATION

a. Home Ownership Opportunities Plan

This plan is intended to generate new home ownership opportunities as well as preserving existing ownership units. A balance between the responsibilities of government, home producers, property wholesalers and the ultimate consumers is fundamental.

Policy 1 Stimulate the production of new home ownership opportunities in Monterey and its future annexation area, for moderate, middle and upper income groups and all age, family type and ethnic groups.

In Monterey there are about 12,100 housing units, of which about 37% are owner-occupied. Production of ownership housing in the 1970's and early 1980's rarely exceeded 75 per year, in 1982 no new condominiums were started. Future annexations hold the greatest potential for expanding the number of homeowners.

Policy 2 Encourage the preservation of existing home ownership opportunities within the present city limits.

The city's housing rehabilitation program benefits lower-income homeowners, who otherwise could not afford to repair their homes. One home being rehabilitated can influence neighbors to do the same thing to their homes.

Policy 3 Local government will phase its capital improvement program in order to strengthen and expand opportunities for home ownership in the City of Monterey.

The city can steer growth toward or away from certain areas, by its capital improvement policies. Homeownership opportunities increase where adequate capital facilities such as roads, water and sewer lines are provided at a reasonable expense to beneficiaries.

b. Rental Housing Plan

This plan is intended to generate new rental housing units as well as to preserve existing rental units. Builders, investors, landlords, tenants and government must all cooperate if the plan is to be successful.

Policy 4 Provide for a continually expanding supply of rental housing in Monterey for persons of all income ranges, ages, family types and ethnic groups—especially for low to moderate-income working families.

Policy 5 The City of Monterey should protect historic districts of the 19th and early 20th centuries.

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c. Equal Housing Opportunities and Special Housing Needs Plan

This plan is intended to assure continued fair and equal housing opportunities for all, and to expand those opportunities where needed. Landlords, builders, tenants, homeowners, the military, private organizations and the city should all cooperate.

Policy 7 Assure that all persons in Monterey receive equal housing opportunities within their economic capacities.

There has been at least some racial and ethnic integration in Monterey for over 200 years. This positive trend is increasing. The city should discourage excessive concentration of any social groups in any neighborhood.

Policy 8 Promote housing opportunities which correspond to the unique needs of students, the military, female-headed households, large families, the elderly and the handicapped. Several social groups in Monterey have unique housing needs. Primarily, these are in smaller households, like students and the military. Rental sharing and production of more studio apartments helps these people. However, larger families with children also have needs which the city should monitor and attempt to solve.

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Policy

This document is a brief summary of the proposed City of Monterey General Plan. It incorporates all of the policies, some of the facts and figures, and the Land Use Plan from the complete General Plan. If you would like to review the more detailed background information and the maps and programs from the General Plan indicating how these City policies will specifically be put into action, please contact the City Community Development Department.

CITY PLANNING ISSUES

This section is a summary of the major city planning issues addressed in the General Plan. More specific issues related to overall city concerns are discussed in the various elements of this plan.

a. Growth

City population projections show growth taking place gradually within the existing city limits over the next 20 years. The growth rate from 1970 to 1980 of around one-half of one percent per year is expected to continue.

In contrast to the relatively slow growth of our resident population over the past 10 years, our visitor population has been growing dramatically. For example, the number of visitor days on the Monterey Peninsula grew from over 6 million in 1970 to over 10 million by 1980, and is projected to reach 17 million by 1990.

Another area of future population growth is the area east of the present city limits along the Monterey/Salinas Highway. The city's General Plan element for that area (Monterey II) was repealed in a voter initiative election in February 1982. That plan had recommended the development of over 6,000 homes for 14,000 people and 1½ million square feet of commercial development during the next 20 to 25 years. This area is now labeled Study Area in the General Plan. A new area plan is being prepared, and will be incorporated into the General Plan when completed and approved by the voters.

b. Employment

The City of Monterey is not an isolated, self-sufficient community. It is, however, a major employment center for the Peninsula. The city has approximately 25% of the Peninsula's population, 40% of both the Peninsula's jobs and taxable sales, and 60% of the hotel/motel rooms.

In 1981, 23,800 people were employed within the city. Only about half of these are City of Monterey residents. Indeed, almost as many people are employed in Monterey as there are residents. Employment within the city limits is expected to grow by another 15,000 by the year 2000, due largely to projected growth in the visitor industry and industrial development of the Ryan Ranch.

c. Resource Limits

Considering residents, visitors, and employees, the daytime population of the city is estimated to be between 46,000 to 50,000. The resident population is approximately 28,000. The level of present and future public facilities, then, must be based on not only the number of residents in the city, but also on the visitors and employees who place demands on limited street, water, sewer, and recreation facilities. (Some of our streets operate at or over their theoretical capacity, our water supply is limited and was rationed during the 1977-1978 drought, and individual plants in our regional sewer system are either approaching or at capacity.)

d. Transportation Costs

Our streets are becoming more congested at a time with the state gasoline tax increase from 7 to 9 cents a gallon, state and local agencies will not be able to keep up with inflationary increases in construction and maintenance costs, inflation means, for example, that gas tax dollars received today for street improvements buy less than one-third of what they did 8 years ago.

Inflation has also increased the cost of road construction. New roadway construction is highly energy intensive with its heavy equipment and petroleum-based products.

Public transit is often suggested as the way to reduce transportation costs. Local transit buses, however, carry only a small percentage of the public. Any significant change in this percentage would require a major shift in travel preferences and transportation funding. Even though the state has been making an effort to place more emphasis on the development and use of public transit, less than 10% of its budget is allocated to transit. Public transit is also facing drastically reduced federal subsidies. And costs of other transit services (such as the subsidized program for the frail elderly and handicapped) are increasing drastically. This means more competition for funds within the local transit agency.

e. Housing

Since the mid-1970s the most crucial local housing issues have been a shortage of supply and rapidly increasing prices.

Major causes include the shortage of developable land and high construction costs. Investors in housing developments have also decreased, especially since the tight mortgage money era began. Government regulations, limited expansion capabilities for public utilities, and the shortage of capital have also contributed. Thus continuing high demand and a limited supply of housing mean prices and rents keep escalating.

Housing condition is also an issue. Existing housing is frequently over 30 years old. Deferred maintenance and normal wear and tear have generated a growing need for housing rehabilitation. Over 300 homes in Monterey presently need major repairs in order to meet community housing standards. Many more have unseen problems of deterioration.

Monterey's housing situation does not exist in a vacuum. Monterey provides only 25% of the Peninsula's housing supply and only 13% of the county's supply. Neighboring communities contribute 44% of the housing for persons employed in Monterey. Our city also provides housing for persons who work elsewhere. So, this cross-commuting means a regional housing market.

As employment in the military, tourist, retail and government sectors grows in Monterey, more low, moderate and middle-income housing will be needed.

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